



**PRESS RELEASE** from

**CONGRESSWOMAN MELISSA BEAN**

*Representing the Eighth District of Illinois*

**FOR IMMEDIATE RELEASE**

March 10, 2005

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**Bean Secures \$30 Million for 8<sup>th</sup> District Transportation Projects**

*Freshman Congresswoman Obtains Twice as Much Funding as Her Predecessor,  
Successfully Requests \$144 Million for Metra Improvement and Expansion*

**WASHINGTON, D.C.** -The House of Representatives today passed (417 to 9) **H.R.3-The Transportation Equity Act: A Legacy for Users (TEA-LU)**, which authorizes \$284 billion over six years for federal highways, public transit, and road safety. The bill includes \$30 million in funding that U.S. Rep. Melissa Bean (IL-8) obtained for transportation projects in the Eighth District-twice the amount that her predecessor was able to secure when the House drafted a similar version of the bill last year.

In addition, the bill includes \$144 million that Bean requested for the expansion of Metra's Union-Pacific Northwest Line and additional funding that Bean and others in the Illinois delegation support to help enhance Metra's suburban passenger service, including initial development of the STAR line, linking several Chicago-area suburbs.

*"Countless Eighth District families, civic and business leaders have spoken to me about the traffic problems in our region, and as a lifelong resident of the Chicago suburbs I have experienced them first-hand myself," Bean said, "Like so many of my constituents, I understand the frustration of being stuck in traffic instead of at home with my family."*

*"Our suburban communities have been growing rapidly for years, straining and overburdening our local roads," Bean continued, "This long-overdue federal funding will help reduce traffic congestion, improve our region's business climate and enhance our families' quality of life."*

Included in bill is federal funding that Bean obtained for the following transportation projects in the Eighth District:

- **\$1,365,000 for Intersection Reconstruction at IL Highway 120 and Bacon Road;**
- **\$2,420,000 for Reconstructing IL 31 from Bull Valley Road to IL 176 to improve capacity and reduce congestion;**
- **\$2,500,000 for Intersection Reconstruction and Bridge Rehabilitation at IL 60 and Peterson Road;**
- **\$1,000,000 for Intersection Reconstruction at IL 83 and IL 132;**
- **\$600,000 for Signalization Improvements on Midlothian Road** for widening, signalization, and pedestrian crosswalk installation near Lake Zurich High School that will provide safe crosswalks and sidewalks, and eliminate severe congestion;
- **\$7,955,000 for Improvements to Miller Road** to relieve congestion at the intersection of Routes 31 and 120;
- **\$800,000 for Rand Road Transit Signal Coordination in Cook and Lake Counties** from Des Plaines to Wauconda to reduce congestion and allow first responders to cross municipal boundaries without delay in the event of an emergency;
- **\$900,000 for Intersection Reconstruction at US 12/IL 31/Tryon Grove Road;**
- **\$100,000 for Traffic Signal Coordination on US 45 from Grand Avenue to Rollins Road;**
- **\$3,360,000 for Widening Washington Street from Cemetery Road to Great America;**
- **\$6,000,000 for the Extension of Atkinson Road in Grayslake** to relieve congestion on Belvidere Road, IL 83 and IL 137; and,
- **\$3,000,000 for preliminary engineering and final design of the Richmond Bypass**, connecting US 12 to IL 31.

In addition to highway funding, the bill also includes a Bean-sponsored request for \$144 million for the extension of Metra's Union Pacific Northwest Line (UP-NW). The UP-NW is Metra's longest service line, accounting for more than 9

million trips per year. Its corridor includes one of the state's fastest-growing regions, most of which lies in the Cook and McHenry County portions of the Eighth District.

Bean also has joined the rest of Illinois' delegation in supporting the bill's \$1.1 billion request for development of Metra's STAR line, a 55-mile route that will link 100 communities - including Hoffman Estates, Schaumburg, Rolling Meadows and Elgin - from O'Hare Airport to Joliet.

In 2004, the House passed a different version of the highway bill, which died at the end of the last Congress because disagreements over the size and distribution of its funding could not be resolved. The bill passed today is less expensive and expected to face an easier road toward final passage.